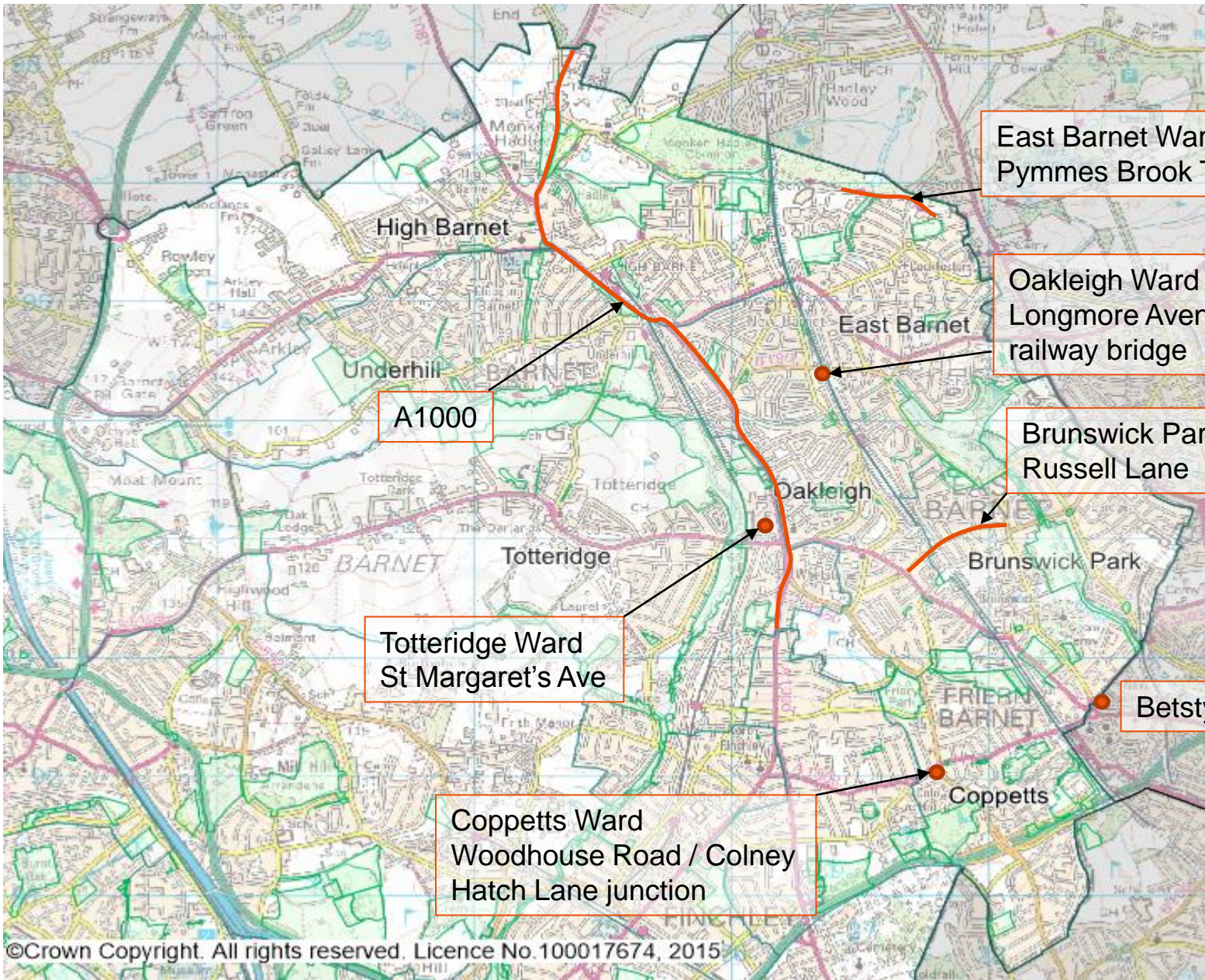




Appendix A: Review of London Cycle Campaign proposals for Chipping Barnet

Images to accompany report.



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Brunswick Park Ward – Russell Lane



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Section 1 - Kerb adjustments needed to accommodate uphill lane but possible high utility diversion costs. Parking restrictions needed.

Section 2 - A generous cycle lane and adjacent general traffic lane could be provided. Parking restrictions needed on uphill side of road.

Section 3 (Oakleigh Ward) - Flatter. Space for uphill cycle lane but parking restrictions likely to affect residents.

Coppetts Ward – Colney Hatch La / Woodhouse Road junction



TfL receive complaints about queuing on all arms of the junction but traffic signals have been optimised as far as possible.

Bus operators have identified difficulty turning right from Woodhouse Road into Colney Hatch Lane

East Barnet Ward – Pymmes Trail



Unsurfaced
bridleway route.
Uneven and narrow
at the east end.
Muddy in wet
weather with run-off
creating channels in
the path.

←
Continuation towards
High Barnet

East Barnet Ward - Pymmest Trail



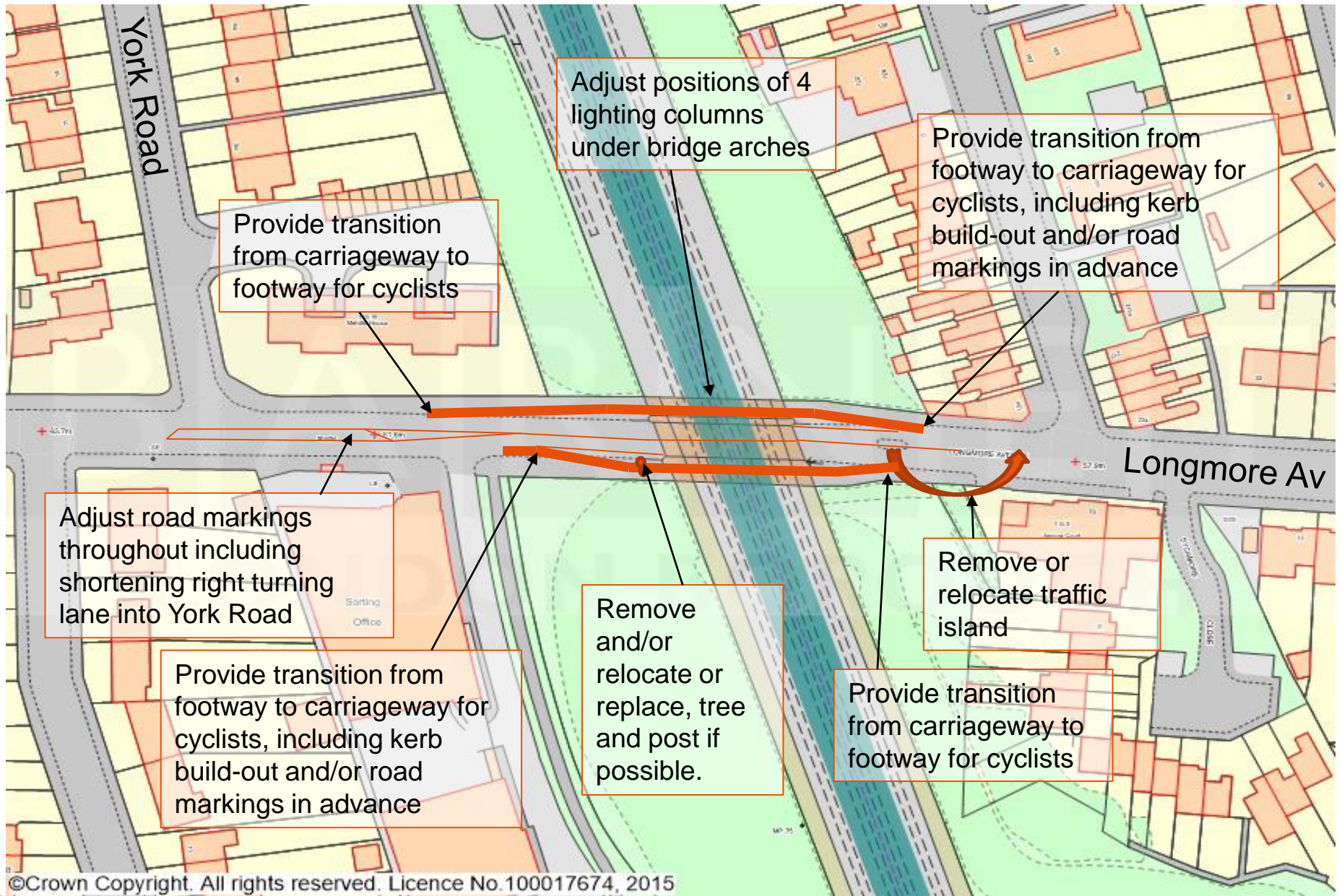
An unmetalled surface provided in Enfield. This performed well despite flooding during extreme weather conditions but areas with a significant gradient and high surface water run-off suffered, which may be an issue for the bridleway.



A conventional metalled path in an off-road setting. A better surface for cycling but likely to be less preferred for horse-riding.

Oakleigh Ward – Longmore Avenue





Adjust positions of 4 lighting columns under bridge arches

Provide transition from carriageway to footway for cyclists

Provide transition from footway to carriageway for cyclists, including kerb build-out and/or road markings in advance

Adjust road markings throughout including shortening right turning lane into York Road

Provide transition from footway to carriageway for cyclists, including kerb build-out and/or road markings in advance

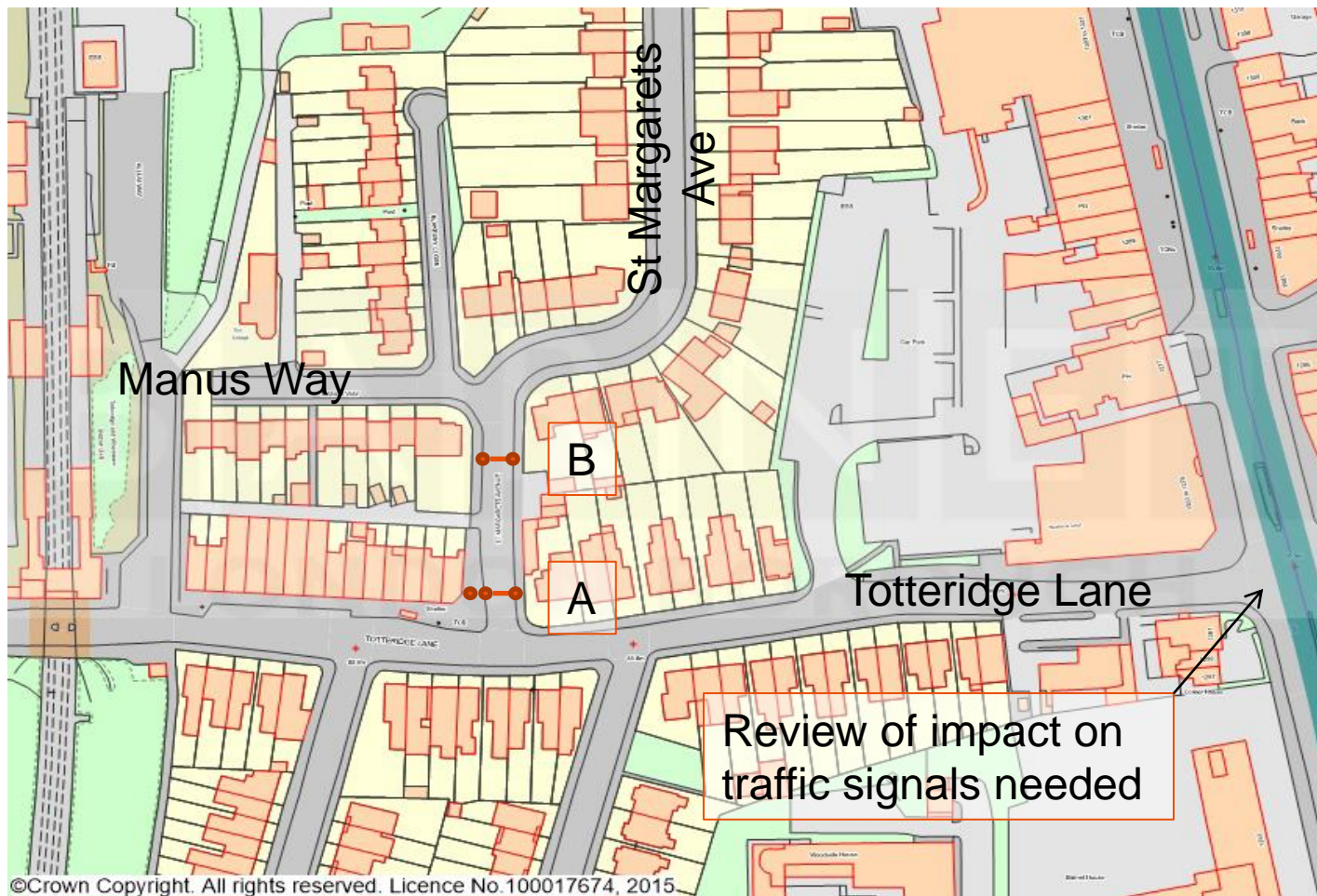
Remove and/or relocate or replace, tree and post if possible.

Remove or relocate traffic island

Provide transition from carriageway to footway for cyclists

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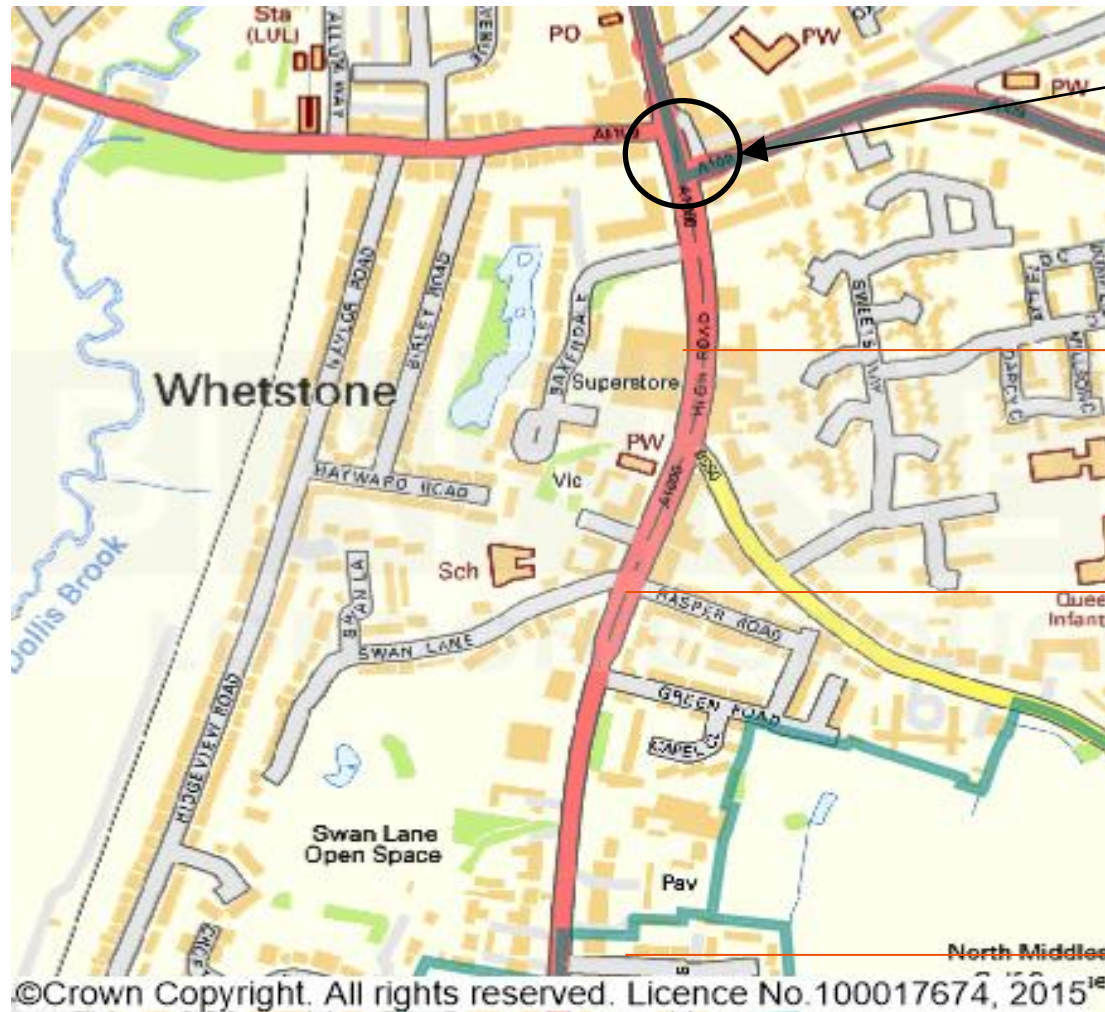
Totteridge Ward – St Margarets Ave



A – Possible closure, close to Totteridge Lane effected with bollards and emergency access gate.

B – Alternative location.

A1000 from south to north (1)



Whetstone signals – major junction improvements would be needed to make good provision for cyclists here. Alternative layouts in conjunction with redevelopment in the area may be an option.

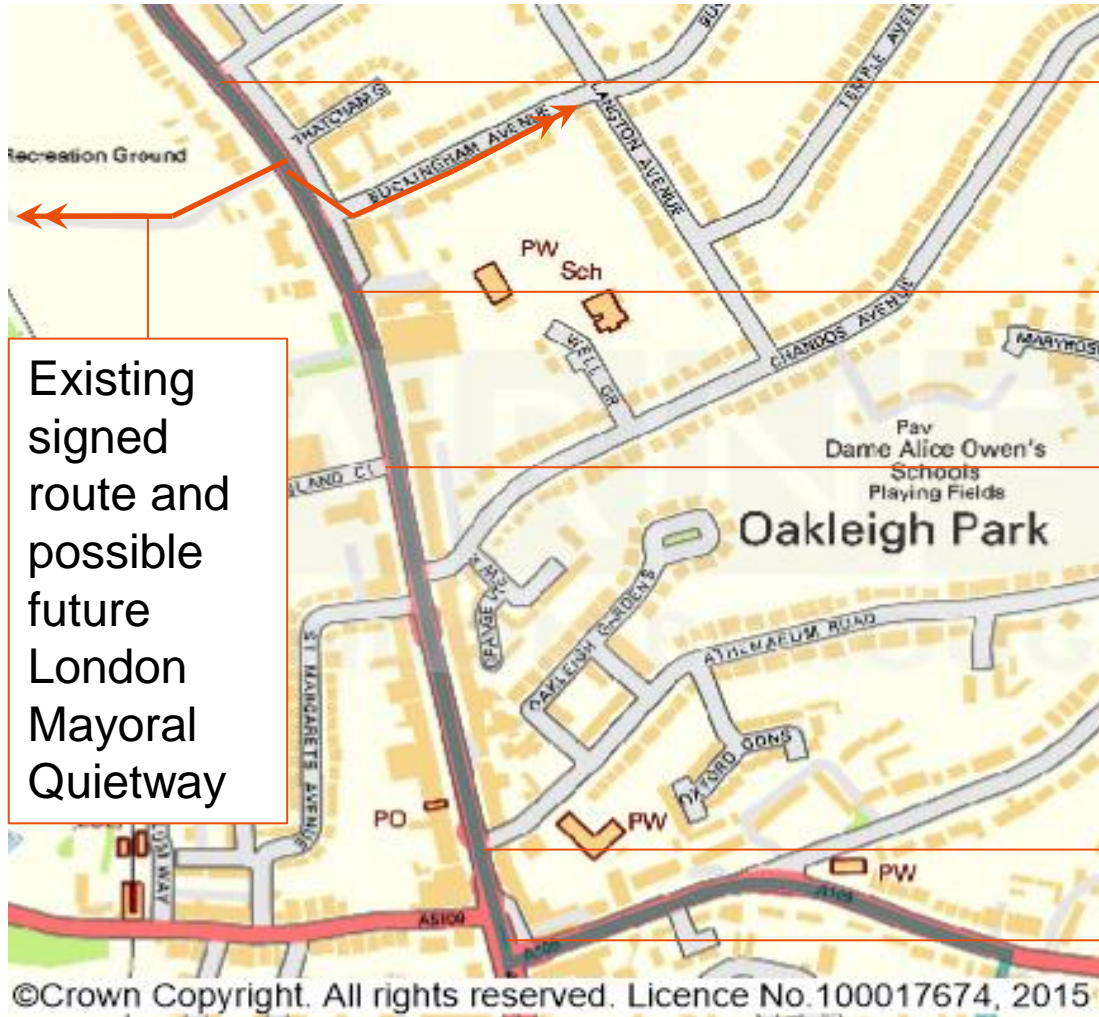
Extension of parking restrictions needed if a cycle lane is to be usable outside peak hours.

Rasper Road

Cycle lane and general traffic lane in each direction plus permitted parking on one side of the road could be provided.

Derwent Crescent / Coniston Close

A1000 from south to north (2)



Friern Mount Drive

Lanes could be provided with parking retained in service road.

Travelodge

Some adjustments to central islands/hatching and parking.

Downland Close

To provide a cycle lane in each direction parking would need to be restricted on one side. The wide footways might provide some alternative parking.

Atheneum Road

Whetstone signals

A1000 from south to north (3)



Raydean Road

Removal of refuges and/or local road widening together with parking restrictions would be needed to accommodate cycle lanes.

Wide footways could help make adjustments.

Lyonsdown Road

Adjustment to the central markings/ right turn areas may be needed.

Walfield Avenue

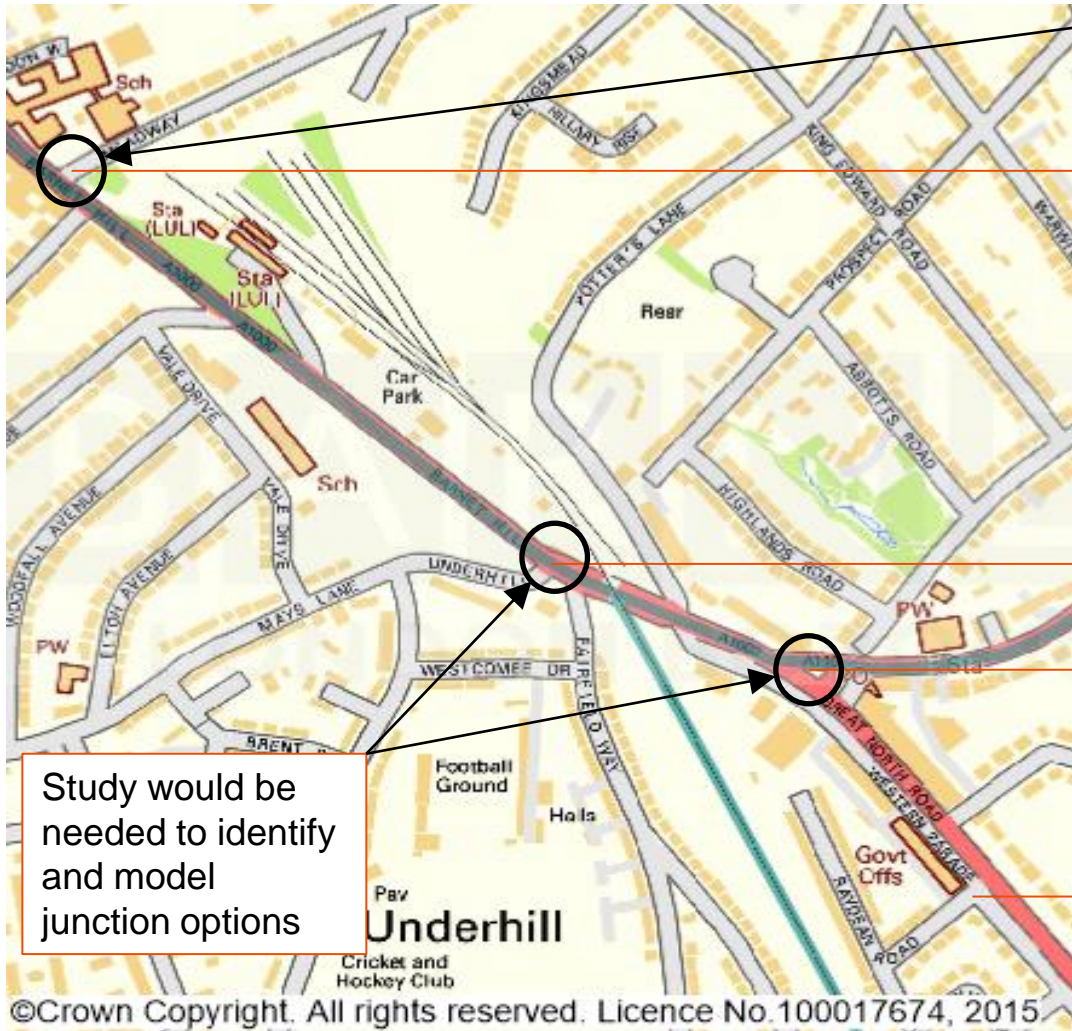
With cycle lanes parking might be provided on one side of the road only in part of this area.

Friern Mount Drive

Lyonsdown Road junction

Possible treatments include:
Cycle lane between ahead and left turn lanes;
Coloured surfacing to shared inside lane; and/or
Full signalisation

A1000 from south to north (4)



Meadway junction

Limited options without serious impacts on junction operation.

Meadway

Barnet Hill - Removal of the second uphill traffic lane would be needed to provide cycle lanes in both directions, which may impact of traffic flow – possibly mitigated by presence of signalised junctions both ends.

Underhill

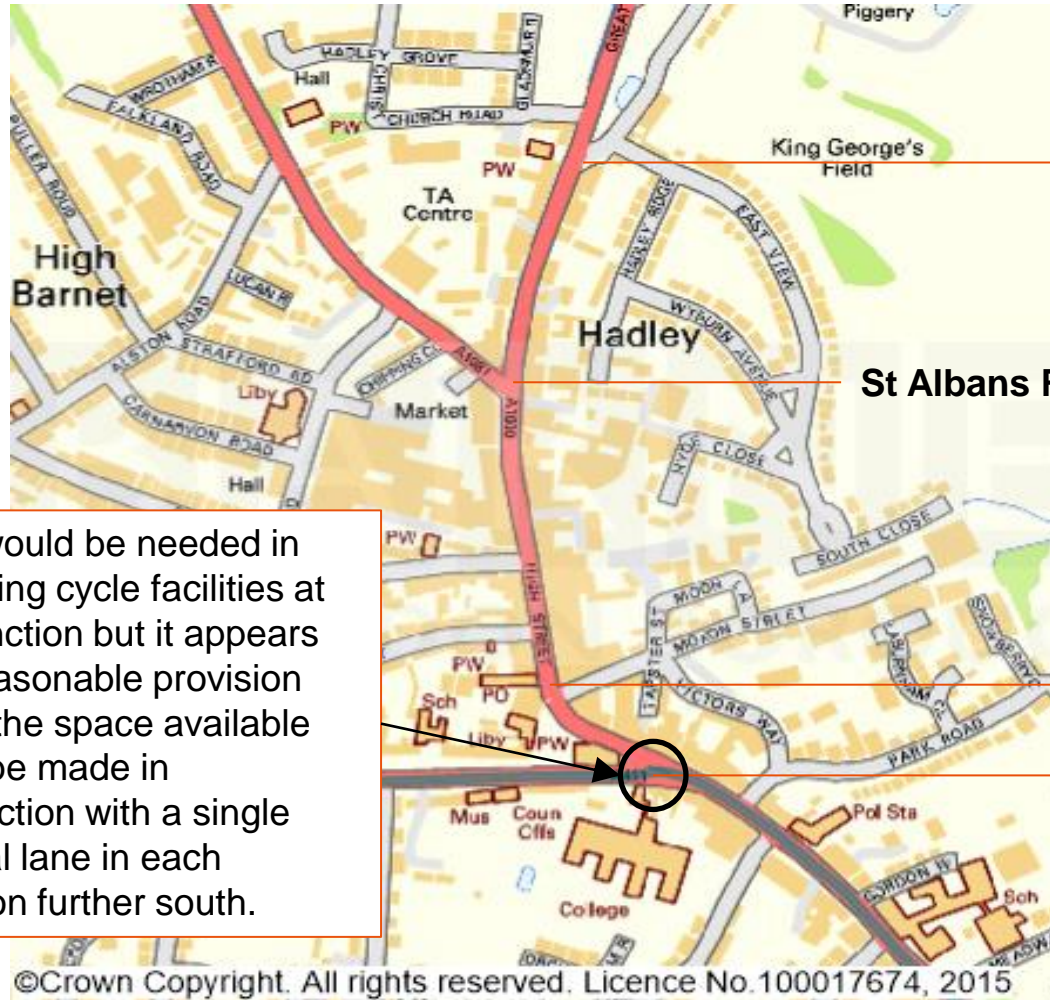
Widen carriageway & relocate refuge.

Station Road

Additional parking restrictions needed and local widening to retain right turn facility.

Raydean Road

A1000 from south to north (5)



Care would be needed in designing cycle facilities at this junction but it appears that reasonable provision within the space available could be made in conjunction with a single general lane in each direction further south.

Hadley Green Road

If cycle lanes were provided only limited parking could remain.

Remodelling the High Street as a 20mph environment might be a high cost alternative.

Moxon Street

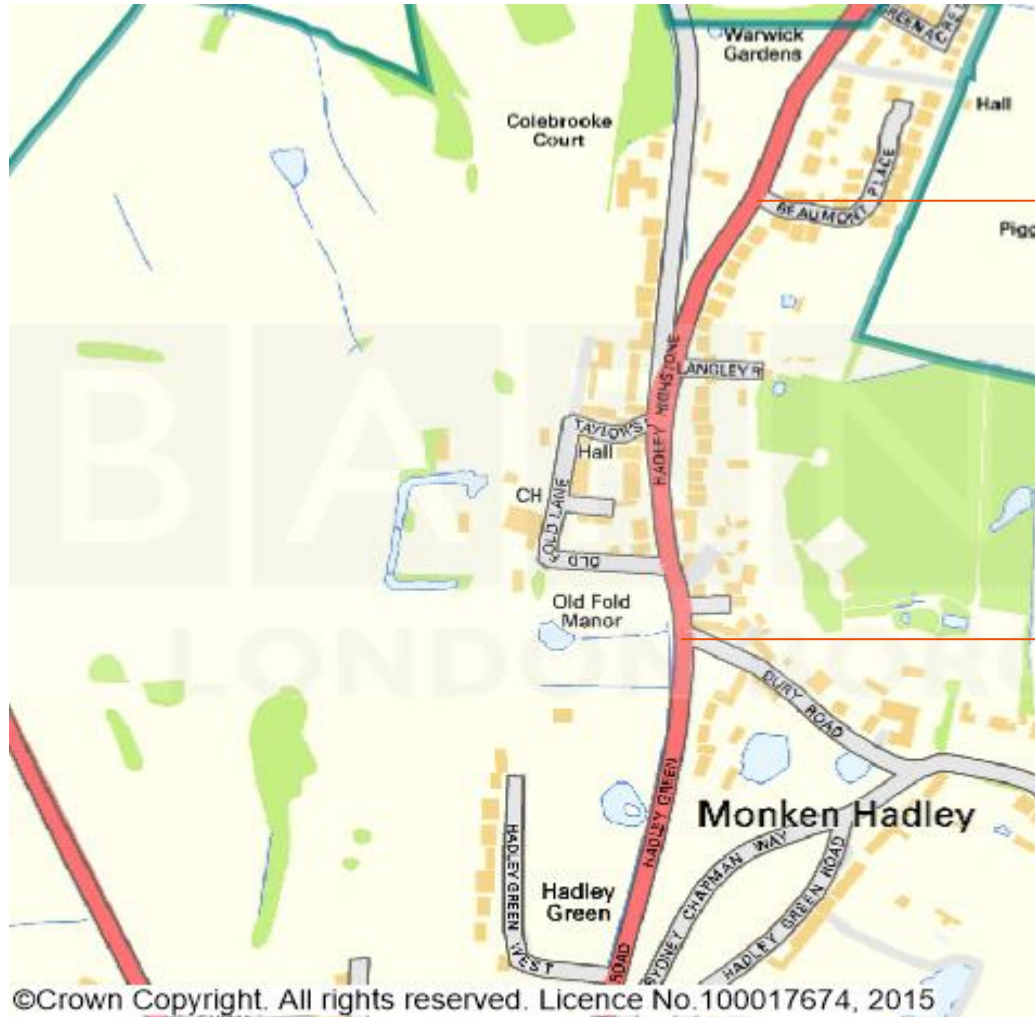
Cycles would need share space with other traffic.

Wood Street

Reduction to a single general traffic lane in each direction throughout would be needed.

Meadway

A1000 from south to north (6)



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North of Hadley Highstone

Carriageway too narrow for lanes. Alternative routing to Potters Bar via Kitts End Road may be preferable.

Hadley Highstone – cycle lanes would affect on-street parking. If the central reserve were removed parking could be provided on one side of the road through this part, otherwise in lay-bys only.

Dury Road

Carriageway slightly too narrow for cycle lanes. Parking would be affected. Mitigation for a substandard layout might be investigated, or widening slightly onto green (although this may not be feasible).